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HONGKONG, MONDAY, JUNE 4TH, 1900.

拜禮 號四月陸年百九千壹英港香

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New Advertisements will be found on page 4.

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Hongkong, 26th July, 1900. [43]

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Hongkong, 16th November, 1899. [44]

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Arrivals, Departures and other Shipping Intelligence will be found on pages 6 and 7.

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Agents, Hongkong, 9th November, 1900. [1-1394]

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Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

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[44]

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Hongkong, 2nd April, 1900. [1029]

MANAGER.

[1029]

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ESTABLISHED A.D. 1841.

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A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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ONLY communications relating to the news columns should be addressed to THE EDITOR.
Correspondents must, when addressing their Editor, add their names and addresses and state to the Editor, that no publication, but as evidence of good faith, of letters for publication should be written on one side of the paper only.

No unauthenticated communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, June 4th, 1900.

The Times, in a recent leader, calls attention to the loss of the ship *Cheblue* in the Red Sea whilst conveying pilgrims to Mecca. "The vessel belonged to an English company; it flew the British Flag and was commanded by a British certified officer; and it was registered as a British vessel." The Court which investigated the disaster made a report discreditable to those responsible for the defects of the vessel, which it was said had left Suez, not properly found "not in good seaworthy condition." The Times further on says: "It does not mend matters that the company took up the position, apparently warranted, that the *Cheblue*, though a registered British vessel, was not subject to the regulations for the safety of passenger ships in as much as she did not fly to or from any ports in the United Kingdom. The definition of passenger steamer, in the Merchant Shipping Act of 1894 applies only to 'every British steamship carrying passengers to, from, or between any places in the United Kingdom and every foreign steamship carrying passengers between places in the United Kingdom.' This definition needs reconsideration in the light of the history of the *Cheblue*.

In the last sentence the situation is summed up; but it is by no means so easy to point out the remedy for a state of things which every right-thinking person would desire to see amended. It is no doubt an anomaly that British ships should come under the Merchant Shipping Act when they trade to, from, or between British ports and should apparently be allowed to go uncontrolled when on the high seas or out of British waters; but it, like most other things, has a certain reason for its being. From

this Colony, of course, all registered British vessels have to conform to one rule, but to take another instance familiar to our readers, namely, the trade on the Yangtze. There are British vessels running there if not exactly under the same conditions as the *Cheblue* at least sufficiently close to render the comparison applicable. No supervision is maintained over them as to the number of passengers carried; whether the vessels carry certificated officers or not and whether they carry any British subject at all as member of the crew. The great bulk of shipowners, no doubt, find it necessary from motives of self-interest, if for no other reason, to act up to the spirit of the Merchant Shipping Act, but if they were disinclined to do so—and there are those that are disinclined—there is apparently no power to make them comply with it. Under these conditions it is not difficult to imagine that a disaster such as occurred to the *Cheblue* might at any time overtake one of these vessels, and this is a condition of things which the *Times*, and justly so, thinks should not be allowed. But the question is whether the remedy lies with the British Government or the Government of the country whence the vessels in question trade? It appears to us that the initiative lies with the latter. To force British vessels to conform to regulations and restrictions which are not compulsory on those of other nationalities engaged in the same trade would be to place the British vessels at a serious disadvantage. The real remedy, as far as the Far East is concerned, is one which might well occupy the attention of the British Government, and that is the institution of reforms in China which would result in the gradual introduction of such laws as would regulate without impeding the great and growing traffic carried on to, from, and between the ports of the Chinese Empire. It is only by some such measure that equal treatment will be secured to vessels of all nationalities, while at the same time the safety of the travelling public, Chinese and foreign, will be safeguarded.

Occasionally spasmodic efforts to do something of this sort are made by the staff of the I. M. Customs; e.g. at Amoy in 1899 where the Customs attempted to enforce the substance of the Hongkong Passenger Ordinance on the inland water steamers trading from that port; a proceeding which the British Consul there did not think they were justified in doing. Considering the manner in which that concession has been shorn of its value the Consul's objection does not seem to be altogether uncalled for. But spasmodic efforts of this sort are useless or worse than useless. General reform, of the laws applicable to shipping in China or rather, as we said before, the introduction of some laws which will secure equality of treatment to all, are absolutely necessary, and until they are introduced there will always be the risk of a case similar to that of the *Cheblue* and with it a tendency, when it takes place and the vessel is British, to throw blame on the British Government which properly attaches to that of the country whence she trades. Where we think the Government are to blame, is for the loose and almost indiscriminate manner in which the British Flag is allowed to be used by vessels, more especially those under the inland water concession; and in view of the fact that it was a question of this sort which was the means of precipitating the China War—the celebrated *Arrow* Case in 1856—it would be well for H. M.'s Minister, in conjunction with the Government of this Colony, to draw up explicit instructions with regard to what constitutes their right to fly the British Flag. A recent case occurred where a steamer had apparently the right to fly the British flag outside the waters of the Colony, but not the right to do so within them, as was evidenced by the harbour authorities pulling it down. The piracy of the *Wu On* affords another illustration of what might well resolve itself into a question of hostilities and yet what, on enquiry, might—as in the case of the *Arrow*—turn out to be a technical question as to whether she was legally an English vessel or not? Not so long ago it was the practice of a certain class of vessels trading from this colony to fly the British Flag when in China and the Chinese when in the waters of the Colony. And again, there are other craft that apparently have no nationality at all, but which trade up the West River under what is known as a West River Flag, for which they pay \$190 to the Chinese Government. An explanation of the reason for these craft is given in the recent Blue Book, and is to the effect that while such vessels are really Chinese-owned they are forced to find protection under the wing, as it were, of the foreigner owing to the impossibility of obtaining a fair recognition from their own Government. If such is the case it merely emphasizes the need we have referred to for Great Britain to insist on reform throughout China. It is to be hoped that the visit of H. E. the Governor to Peking will have the effect of putting a stop to the present anomalous state of affairs whereby a vessel is recognized by the Consular Officials as British in China and is refused recognition in this Colony. A little common sense is all that is needed to remedy the

The M. M. steamer *Lotos* arrived in the harbour at 10.30 last night.

Mr. A. L. Grove has been appointed Lieutenant in D Company, Hongkong Volunteer Corps.

During the 24 hours preceding noon of the 2nd inst. there were reported twelve fresh cases of plague and seven deaths.

The appointment of Mr. F. A. Hazlewood to be Acting Police Magistrate and Coroner, vice Mr. Gompertz, is notified in the *Gazette*.

It is notified in the *Gazette* that Mr. W. F. Aldrich is recognized as Vice and Deputy Consul General for the United States in Hong Kong.

It is announced in the *Gazette* that Mr. H. E. Pollock is to be president of the Land Court and Mr. H. H. G. Gompertz a Member of the Court. Mr. J. H. Komp is appointed Registrar.

P.C. Arley and a party of excise officers made a fine haul on board the *Sunking* on her arrival in the harbour on Friday. When searching the coal bunkers they came across 700 lbs of opium hidden underneath the coal. One of the firemen who was the only person in charge at the time, was arrested.

On Wednesday week, the 13th instant, a lecture is to be given at the Theatre Royal, City Hall, on the "Mounting of the Naval guns and their subsequent use with the Ladybird Relief Column." The lecturers will be Capt. Percy Scott, R.N., C.B., and Capt. A.H. Limps, R.N., and the proceeds will be devoted to the Indian Famine Fund. Further particulars will be found in our advertisement columns.

Some discontented carpenters at Aberdeen struck work last week, demanding a rise in wages, and with the object of inducing their fellow carpenters who had remained at their work to join them posters were issued, saying that if they did not do so the association would engage men to beat them. The man who was engaged in issuing these posters was secured by the police, and dealt with at the Magistracy on Saturday for intimidation.

On Friday afternoon Inspector Ford received information at No. 2 Police Station that a man had been seriously injured by falling from a verandah in Ship Street. On going to make enquiries he found that while endeavouring to get from the top verandah at No. 13 to No. 11 a Japanese missed his footing and fell a distance of between 40 and 50 feet. He alighted on his head, the result being that his skull was fractured. He also received other injuries and died before he could be removed.

The trial of the new paddle-steamer *Pioneer*, built for the navigation of the Yangtze, passed off satisfactorily on the 23rd ult. She started for Weesung, after passing which she steamed up the Yangtze to the western end of Baot Island, where some experiments were made in turning her rudder alone, with the two wheels working independently, and going astern. The complete circle was made in about a length and a half, the vessel's nine-foot rudder giving her remarkable turning powers. The highest speed attained was 14 knots with 47 revolutions, the average being about 13 knots.

Saturday last was the day fixed upon for the second gynkhana meeting of the season. In consequence of the rain notices were sent out postponing the meeting, but the weather subsequently clearing up it was decided to go on with it. The first event—a five furlongs race—took place and then the rain came down heavily. Mr. G. H. Potts' *Tosca* won the first prize, which was presented by Consul-General Wildman. Mr. Potts' *Demion King* also carried off the second prize—\$20. Mr. K. Wibell's *Mister* came in third. The band of the Welsh Fusiliers was in attendance.

Indian constable 746 is at present in hospital suffering from severe wound on the head caused by a large jagged stone thrown at him while engaged in dispersing a crowd on the Praya on Friday night. His tunic, which was produced at the Magistracy, was literally soaked in blood. It seems that he had arrested a man for disorderly conduct, and was taking him to the Police Station, when the crowd which had assembled commenced to throw stones, one striking him on the head. Fortunately, the man who threw it was seized by Indian constable 846, who took him to the Police Station. The injured man was removed in a chair. The defendant was brought before Mr. Hazlewood on Saturday and remained until Thursday next.

We are informed that on June 11th the Canadian Pacific Railway Co. will resume the fast Overland train service between Vancouver and Montreal. This fast train, known as the "Imperial Limited," leaves Vancouver daily at 1.15 p.m. and runs through to Montreal without change in 100 hours, thereby shortening the time crossing the Continent by twenty-four hours, and enables passengers to make fast time to all principal points. Luxurious and newly designed dining and sleeping cars are run through daily on the "Imperial Limited," which makes close connections at Fort William with the Company's Upper Lake Steamers, for passengers wishing to break the journey and enjoy the lake scenery between Fort William and Owen Sound without additional charge. Through passengers also have the option of leaving the Main Line at Revelstoke and proceeding through the famous Kootenay mining district in British Columbia and out again over the Crows Nest Pass line to Dunmore Jet. All along this route excellent fishing and hunting is found. The Company's hotel at Banff Springs, in the heart of the Rocky Mountains, was opened for the season on May 15th.

News reached Foochow on the 26th ult. of the burning of the C.M.S. Church in Fungun, city, by incendiaries, but no details are to hand.

A Peking telegram at the end of last month to the *Jiji* stated that the Foreign Ministers at the Chinese capital met together a few days ago to discuss the question of landing marines for the protection of the legations, in view of the present Iliho disturbances. The representatives, however, came to no definite decision owing to the opposition of two of the Ministers.

A great loss has suffered Captain F. Brinkley, proprietor and editor of the *Japan Mail*, by the total destruction by fire on the 23rd ult. of his house at Tokyo. The damage involves, we learn, the complete loss of the furniture and other property, including a very fine collection of curios, a library of several thousand volumes, and a large quantity of valuable manuscripts. We are, however, glad to say that none of the family or the servants sustained any injury.

A Washington despatch dated May 2nd says:—The House to-day, at the conclusion of the most stormy debate of the present session of Congress, passed the Nicaragua Bill by the overwhelming vote of 225 to 35. Attempts to retain in the bill the language of the original bill for the fortification of the canal and to still further strengthen the language on that line were balked, and the victory of Hepburn and the committee was complete.

The Tokyo correspondent of the *Nagasaki Press* says:—"Owing to the financial strain, which, it is said, has necessitated the floating of another foreign loan at the instance of Count Matsukata, the Cabinet is showing signs of disruption. Marquis Yamagata is the first to announce his intention of resigning, in favour of either Marquis Ito or Count Inouye. But neither of them has agreed to accept the responsibility, so that the Premier still has to jog along on the thorny path of politics."

The *Peking* and *Tientsin Times* says that the Empress Dowager is reported to have been much distressed at the terrible massacre of Christians at Pao-ting-fu, and ordered collars to be provided out of the Imperial purse. The same paper also states that, in a temple outside Pao-ting-fu there has been a large body of Boxers, also outside of the Eastern Gate of that City, who insult all Christians who cross their path. In Peking they were drilling openly beside the residence of Prince Su, which is not far from the British Legation.

An engineer recently sent by the Seoul-Fusan Railway Company to Korea, has returned to Japan, and reports the arrangements that have been made. The construction of the line will be started at Seoul, and the course will be through Chung-chung-lo and the northern part of Kyung-chong-do, the distance being 300 miles. The number of stations has been fixed at forty-one and the cost of the work is estimated at some \$25,000,000. The Korean Government highly approve of the work, and the Imperial House authorities have decided to defray \$20,000 towards the expenses. There is a good demand for shares among the wealthy Koreans.

The Wei-hai-wei trouble says a correspondent writing to *N. C. Daily News* from Tientsin, the opinion obtains here that it might have been originated by an experienced Consul, who was also *persona grata* to the Chinese, been sent to explain British intentions to the natives. Our folks should have followed the old policy of the Indian frontier. The Consular official who is there is a most able and excellent man, but as he is quite a junior and a stranger, he could hardly be expected to exercise considerable personal influence either with the British military and naval men or with the natives. In all probability Sir Claude had not a man to send, as the service is very short-handed just now.

The *N. C. Daily News* Chinkiang correspondent gives a full account of the arrival of the *Woodcock* and *Woodark* on the 7th ult. He says:—"The whole of the foreign community turned out to see the arrival, which was announced by a terrific salvo from the Chinese gunboats, which were all gallantly dressed with flags; the gunboats returned the salute and the Chinese began firing indiscriminately in their usual fashion and continued to do so all the morning. A number of the foreign community boarded the gunboats as soon as they had anchored off the Customs Pontoon and heartily congratulated the Captain upon the success of the trip. The ships were then dressed and the National Anthem sung, which was followed by three cheers for the Queen. . . . The event, marking as it does an important advance in British influence in the west of China, is one for general congratulation, and with the coming of the eagerly anticipated *Pioneer* we hope it will be accentuated. The presence of the gunboats in these parts will have a wonderful moral effect on the authorities, besides, later, affording another illustration of how trade follows the flag."

It is to be hoped that the petty hindrances which the authorities have shown themselves so apt to put in the way of the foreign merchant will be less frequent, for they will have it made apparent that the force is not very considerate, it is yet able to back up remonstrances with two pounds of powder and a large quantity of iron nuts and bolts. The cannon was pointing to the entrance of the Harbour towards Wan-chai, so that if a launch had happened to make its appearance from that direction something serious would undoubtedly have happened.

Sergeant Langley took the precaution, when marching to the junk, to call out to them to return for them later on and take them to be burned under the foundations of the proposed railway from Kowloon to Canton to mollify the evil spirits for an interference with the "fungshui" of the place. Accordingly the schoolmaster at Aberdeen was seen and urged to allow the children to be taken away. Later on the cry was raised that one of the launches was returning for the victims and the firing at once began.

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By firing off cannon and muskets in the way they did the junk-owners have rendered themselves liable to a fine of \$200, and placards have been issued warning them against a repetition of the incident.

LATEST STEAMER MOVEMENTS.

The N. P. steamer *Dalby* sailed for Yokohama for Hongkong on the 3rd instant.

The N. D. steamer *Principe Henrique*, which left here on the 2nd May, arrived at Gece on Friday, the 1st instant.

The P. M. steamer *Gaelic*, with mails, &c., which left here May 1st, for San Francisco via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu, arrived at her destination on the 30th ultimo.

The Imperial German Mail steamer *Bayern*, carrying the German Mails with dates from Berlin of the 13th May, left Colombo on Friday, the 1st inst., and may be expected here on or about Tuesday, the 12th inst.

The Company's steamer *Pulking*, from Glasgow and Birkenhead, left Singapore for this port on Friday morning, 1st inst., and may be expected here on or about the 6th inst.

BOOKS RECEIVED.

MACLIVEN & CAMERON'S PENS.

THE WAVERLEY PEN, FOR EASY WRITING.

THE FLYING SCOTSMAN PEN, instead of a Quill.

THE FLYING J WRITES 200 WORDS PER MINUTE.

WAVERLEY WORKS, EDINBURGH.

Nagasaki paper announced that Sir Henry Blakely is expected to arrive there very shortly from North China, preparatory to spending the summer months in Japan.

The Club Cup on the second day of the Singapore Races, 24th ult., was won by the Sultan of Johore's *Tudach*, Chong Ah Young's *Resolute* being second. The result of the Singapore Derby was thus reversed.

A Seoul telegram received in Japan states that the land dispute at Masanpo between Russia and Japan will probably be peacefully settled, as the Japanese owners are not inclined to dispose of their ground at a reasonable price.

The Lu-Han Railway, according to

CONGRATULATIONS FROM THE GERMAN EMPEROR.

The Emperor William has telegraphed his warmest congratulations to the Queen on the success of Lord Roberts.

THE JAPANESE PRINCE IN EUROPE.

Prince Kotobito was banquetted at the Yishor Kiosk and received the grand cordon of Osmanis in brilliant, and Prince Iwakura received the order of Medjedie. The Princes have proceeded to Vienna.

London, 1st June.
RESULT OF THE OAKS.

- 1 La Roche.
- 2 Merry Gal.
- 3 Lady Schonborn.

THE WAR—FIGHTING IN THE ORANGE RIVER COLONY.

General Randu fought a severe action on the 29th ultimo near Senekal; the result of which was indecisive.

GRIGUANDA.

The Viceroy captured a rebel leader at Khidin in Griguanad West. Major Col. Erwing and three men were killed and three officers and seventeen men wounded.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton 2nd June, 1900.

A PRIVATE CONDITION.

The pirates of the West river joining the local banditti of the East river are robbing and plundering the inhabitants there so much that the city of Wongchow being harassed in by them the Governor Wang had to wire frequently to the Viceroy to dispatch soldiers and gun-boats to relieve it. The Magistrate of Wuchow was instructed to enlist volunteers to protect the locality under his jurisdiction and the Viceroy So Tse Lee also sent soldiers from Liung Chow to aid him.

LI HUNG-CHANG AND BRITISH AID.

It is stated that H.E. the Governor of Hongkong having graciously offered through the British Consul here to the Viceroy the British Naval force to destroy the West-river pirates, H. E. Li replied that he appreciated very much this kind offer as a token of the friendship which the British Government has always shown to China; that he is doing his best to try and send soldiers and gun-boats to destroy the pirates and robbers; and that if he could do so without putting the British Government to expense it would be better.

A SMART CAPTURE.

Not long ago the assassin companion of a British steamer Cheong Sia, from Hongkong, was kidnapped by pirates who exacted a ransom for his deliverance. Upon the requisition of the English Government the Viceroy set nearly all the military officials and soldiers to hunt up this man, and capture the pirates; but with no success for a long time. At last Col. Mo Wing Tai in command of gun-boat Ting E, one of the most able and energetic officials in the Chinese navy under H. E. Li Hung Chang, was instructed to help. He went about and discovered the man at Mong-chow near Lappa Island and brought him back to Canton.

A WEST RIVER FLOOD.

Lately Koton, Lam Kong, Nam Chao and other districts in the West river being flooded many people were killed or rendered homeless and fields and houses destroyed. H. E. the Viceroy requested the provincial Governor and other officials to issue lists of subscriptions for the relief of the sufferers.

THE CANTON RAILWAY.

Cheong Pat Sa, the chief director of the Canton Railway, left Singapore by the German mail on the 25th ult., and will probably come to Canton to interview the Viceroy with reference to the construction of the railway here.

THE PLAGUE AT CANTON.

The plague in Canton is said to be growing serious especially at the north gate, so the people were carrying a big joss and playing about a paper lion beating drums and gongs and firing crackers through all the streets to chase away the spirits of plague. There are no official records kept of the number of deaths daily. The only place where one can get information is from the coffin-shops, or from those charitable institutions where coffins are given away free. If a person dies of plague his relatives and friends conceal the truth by telling that he has succumbed to fever, &c., to stop the landlord or neighbours turning them out of the house.

SWATOW NOTES.

[FROM A CORRESPONDENT.]

Swatow, 1st June.

EDUCATION AT SWATOW.

I visited the Tung Yuen college here a few days ago. It is fairly well housed though there are not rooms enough for all the students. There are about thirty students in attendance all from this prefecture of Kiang-si. Mr. J. Yamashita is the instructor in Japanese and twenty young men are in his classes. Yam-hui is the head of the school and directs the students in their Chinese studies. Japanese is the only branch not common to all Chinese students.

THE REFORM MOVEMENT.

Hwang Kung-ti has returned to Kiang-yang. It is reported that during an interview he had with Li Hung-chang the latter showed him a letter he had recently received from Liang Kai-chow, the refugee editor; also a publication sent out by the Society for the protection of the Emperor, in which Mr. Kwong was mentioned as one among those in sympathy with the objects of the society.

Sentiments favourable to reform are frequently expressed now in Kiang-yang by persons who only a few months ago were distinctly unfriendly to any real progress. The very active propaganda carried on among the Chinese emigrants in Siam and other places has an effect here. It is reported that vast sums of money have been raised or promised abroad in support of a revolutionary movement in case the Emperor is made away with.

A POPULAR OFFICIAL.

Mr. Hinrichs, for some years in charge of the I.C. Post office in Swatow, has been promoted to Kinshow. He handled all the mails for the little foreign community in Kiating and stations further up country. We found him uniformly obliging and accomodating and sincerely regret his departure, though glad it was by way of promotion.

THE HARBOUR MASTER'S REPORT.

The Annual Report of the Harbour Master for 1899 is published in the Gazette. We make the following extracts:—

SIPPING. The total tonnage entering and clearing during the year 1899 amounted to 15,101,399 tons, being an increase, compared with 1898, of \$35,329 tons, and the same number in excess of any previous year.

There were 44,273 arrivals of 9,052,501 tons, and 44,319 departures of 9,048,898 tons.

Of British Ocean-going tonnage 2,537,478 tons entered and 2,397,389 tons cleared.

Of River Steamers (British) 1,774,428 tons entered and 1,775,441 tons cleared; making a grand total of British tonnage of 8,725,016 tons entering and clearing.

Of Foreign Ocean-going tonnage 2,352,740 tons entered and 2,347,743 tons cleared.

Of Foreign River Steamers 5,228 tons entered and 5,223 tons cleared; making a grand total of Foreign Tonnage of 4,712,131 tons entering and clearing.

Of Junks in Foreign Trade 1,849,435 tons entered and 1,846,194 tons cleared.

Of Junks in Local Trade 2,322,297 tons entered and 485,651 tons cleared.

Thus—

British Ocean-going tonnage represented 28.5 per cent.

River " " 10.5

Foreign Ocean-going " 0.6

River " 29.3

Junk (Foreign trade) 5.3

Local trade 1.4

Firearms 28 sailing vessels, and 22,566 junks in foreign trade entered during the year, giving a daily average of 76.9 as against 96 in 1898.

For European-constructed vessels the daily average entry would be 14.91, against 15.17 in 1898, and 4.4 of the steamers entering, 68.17 per cent. of British.

Vessels under the British flag show a falling off of 45 ships. This may be attributed to the return to normal conditions of the shipping of the world. In 1908 there was a large extra number of tramp steamers entered from home. These were subsequently employed in the inflated rice trade to Japan, which continued up to the end of 1898. These steamers have now an inquirer just coming in from the country. They twice bravely beat him, finally leaving him for dead. After some hours he recovered sufficiently to be sent home. The main leader was an officer in the Yamen who was the only one who dared to attack Mr. Simcox, hurling a block of wood at this. The Kuan finally appeared and promised repairs on the property—also furnishing an escort out of town in the early morning. The Prefect has already punished him for the trouble—but the two ring-leaders, the Yamen official and a banded murderer from Peking, will probably escape punishment. Incidentally Mr. S. S. was riddled for "well poison," but the Kuan, after tasting the cough tablets and quinine, politely returned them as being harmless—though nasty.

TRADE.

The principal features to be remarked as to the trade of the port for the year 1899 are:—

(i) A large increase reported in the Case Oil imported.

(ii) The import of Rice, which had more than doubled in 1898, shows a still further increase.

(iii) A great decrease in the Coal trade reported.

(iv) Sugar and Hemp also show a great fall.

Comparing with 1898, we find that the Import Trade has decreased generally. The decrease being fairly evenly distributed among the several classes.

The Transit cargo has decreased.

In Exports, although the tonnage cleared has increased by 137,623 tons, yet the number of vessels is less by 7,027, and the Export Cargo has diminished by 91,677 tons.

REVENUE.

The total Revenue collected by the Harbour Department during the year was \$190,555.50, being an increase of \$3,637.49 on the previous year.

1. Lighter Dues \$52,406.93

2. Licences and Internal Revenue 29,127.53

3. Fees of Court and Office 90,021.07

Total \$190,555.50

EMIGRATION.

Sixty-one thousand and seventy-five (61,075) Emigrants left Hongkong for various places during the year. Of these, 44,534 were carried by British ships and 16,717 by Foreign ships;

110,413 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 89,235 were brought in British ships, and 24,113 by Foreign ships.

SUNDAY CARGO-WORKING.

During the year 2,350 masts were hauled in under the provisions of the Ordinance; of these, 67 were not availed of owing to its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 25 per cent. was instead, free of charge, to small steamers.

The Revenue collected under this heading was \$21,523; this was \$4,100 less than in 1898.

GENERAL.

As there appears no immediate prospect of any improvement in the accommodation provided for the work of the Harbour Department I desire to call special attention to the matter.

The present building was first occupied in 1874 or 1875 years ago, the staff is practically the same as it was then, the pay taken on a sterling basis is less, and the bargee has increased from \$6,500,000 tons to over 18,000,000 tons.

The present offices are small, badly lighted,

badly ventilated and badly arranged, in fact the Harbour Office combines all the disadvantages of which we have frequently heard in connection with the Post Office and the Law Courts—but being at the West-end of the town and some out of sight and a few out of mind.

As Sold at the Post Office of the largest Shipping Port in any British Possession abroad it is, to say the least of it, not creditable.

PAOTING-FU.

A correspondent of the *Peiping and Tientsin Times* wrote on the 23rd ult.:—

From being a movement way south of us three months ago the Boxers have come almost to taking possession of the capital of Chihi Province. Last Friday they commenced drilling openly in one of the large temples in the city. The officials ordered them to stop—but they showed such temper that the Peiping and Tientsin Provincial Treasurer called in soldiers, guns and a cannon from a neighbouring camp to protect his Yamen. The Boxers then moved to another temple, but still kept up the drilling.

So many troops have been drawn off into the country, reinforcements from Peking and Kien-ping have arrived, the latter, says the news, all seven hundred or thousand men, making a very decent appearance. At the rate affairs are progressing these troops will be but a drop in the bucket. The details of the Kasai massacre are still confused. The truth seems to be that the attack was first made on the chapel and when a soldier was killed, attention was turned to the Boxers. Evidently a number of bands were scattered throughout the plains, but one or two could not wait, sent in order to go ahead of the others caught the villagers unaware.

The man who escaped brought the news to Paoting-fu was chased by the Boxers to a well, down into which he threw himself. Then they fired at him and dropped him in bricks &c., and left him to burn in the fire! It is said some forty-four were buried in the well.

The Catholic population—over one hundred men, women and children—seems to have been wiped out. The soldiers sent to investigate found smoking ruins and "also" these people had perished in the fire! It is said some forty-four were buried in the well.

The Catholic population—over one hundred men, women and children—seems to have been wiped out. The soldiers sent to investigate found smoking ruins and "also" these people had perished in the fire! It is said some forty-four were buried in the well.

Captain Flaudin, will be despatched as above TO-DAY, the 4th instant, at 10 A.M. For Freight or Passage apply to G. DE CHAMPEAUX.

Hongkong, 4th June, 1900.

to have already been arrested, we hereby command that the said Shih Feng be also imprisoned for life in the provincial gaol in Shantou.

The three Hanlins last mentioned especially deserve their punishment owing to their disloyalty and ungentlemanlike conduct. Finally, we command the Chancellor of the said Academy to carefully watch the conduct and character of all other members of the Academy and do what is deemed necessary to punish them.

[Note by Translator.—The above five Hanlins, one Mandarin and four Chinese, are all noted members of the Reform Party, the unequal punishments awarded thus far being due to the fact that the latter failed to bring friend of Kang Yu-wei. Although the Mandarin Hanlin was only handed over to the Board, the probabilities are that he also will be cashiered at least several steps, which will amount to the same thing.]

LATE ADVERTISEMENTS.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS."

Captain Flaudin, will be despatched as above TO-DAY, the 4th instant, at 10 A.M. For Freight or Passage apply to G. DE CHAMPEAUX.

Hongkong, 4th June, 1900.

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES OF China from London and Havre ex s.s. *Cambodge*, and *Bordeaux* ex s.s. *President Le Roy Latier*, in company with above Steamer, are hereby informed that their goods with the exception of Opium, Tea, Pepper, &c., are being loaded at Hongkong, and the *Cambodge* will be loaded at their arrival into the Godowns of the *Hongkong and Kowloon Wharf and Godown Co.* Limited at Kowloon, whence delivery will be obtained immediately after landing.

Optional cargo will be forwarded on unless notice is received from the Consignees before 8 A.M. TO-DAY, the 4th instant, regarding the fact of their being loaded here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 14th instant, at 12 NOON, will be subject to rent and landing charges.

All claims must be sent in to me or before the 14th instant, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Hongkong, 3rd June, 1900.

AUCTIONS.

GOVERNMENT NOTIFICATION.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

We have REMOVED our Office to No. 56, HOLLYWOOD ROAD, from this day.

A. H. CHINOUY.

乃之沙的屋

Hongkong, 4th June, 1900. [1656]

NOTICE.

THE INTEREST and RESPONSIBILITY of MR. JOHN CARRICK SMITH in our Fifth CRANE on the 31st day of December last.

HOLME, BINGER & CO.

Nagasaki, 1st June, 1900. [1657]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG. (INCORPORATED 1891).

NOTICE TO MEMBERS.

A DINNER will be held in the ROOMS of the INSTITUTE on JUNE 4TH. MEMBERS are cordially invited. All particulars can be obtained from the MANAGER.

Hongkong, 2nd June, 1900. [1653]

THEATRE ROYAL CITY HALL.

LECTURE.

In Aid of the INDIAN FAMINE FUND, on WEDNESDAY,

the 13th June, 1900, at 9.30 P.M.

CAPTAIN PERCY SCOTT, R.N., C.B., and CAPTAIN A. H. LIMPUS, R.N., have kindly consented to LECTURE upon the subject of the "MOUNTAINS OF THE NAVAL GUNS AND THEIR SUBSEQUENT USE WITH THE LADYSMITH RELIEF COLUMN." His Excellency Major-General GASCOGNE, C.M.G., will take the chair.

Prices.—Dress Circle and Stalls (Reserved) One Dollar.

Pit (Unreserved) Fifty cents.

Tickets may be obtained from the Comptrollers at the City Hall on and after THURSDAY, the 7th day of June, 1900, at 10 A.M.

H. E. POLLACK,

Hon. Secretary.

Hongkong Old Voluntaries Society.

Hongkong, 4th June, 1900. [1655]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 10 A.M. For Freight or Passages apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 2nd June, 1900. [1654]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, ANOY, AND TAMSUI.

THE Company's Steamship

"NAIDZURO MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 10th June, at DAYLIGHT.

For Freight or Passages apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th June, 1900. [15]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, PORT SAID, SUZEZ, AND STRAITS.

THE P. & O. S. N. Co.'s Steamship

"CANTON."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rate.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 2nd June, 1900. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"INDIA."

Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be sent into the Office of the undersigned before noon, on the 8th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 8th instant, will be subject to rate.

Bills of lading will be countersigned by

SANDER WIELER & CO., Agents.

Hongkong, 2nd June, 1900. [1653]

GOVERNMENT NOTIFICATION.

IT is hereby notified that the VALUATION LISTS for the Colony for 1900-1901 will be OPEN to INSPECTION at the Treasury for Twenty-one days, commencing on MONDAY, the 4th June, 1900.

By Command,

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office.

Hongkong, 29th May, 1900. [1652]

INTIMATIONS.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1876, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 4th inst. (WHIT MONDAY).

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

T. E. SANSON,

Acting Manager, Hongkong & Shanghai Banking Corporation.

H. M. BEVIS,

Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED.

GEO. W. F. PLAYFAIR,

Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED.

JOHN THURBURN,

Manager, Hongkong.

For the BANQUE DE VILLE-CHINE,

Hongkong Agency.

L. BERINDOAGUE,

Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,

HONGKONG.

J. C. BERGENDAHL,

Manager.

For the YOKOHAMA SPECIE BANK, LIMITED.

S. CHOH,

Manager.

For the IMPERIAL BANK OF CHINA.

E. W. BUTTER,

Acting Manager.

For the DEUTSCH-ASIATISCHE BANK,

H. SCHOTTLAENDER,

Acting Manager.

Hongkong, 31st May, 1900. [1630]

INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 4th inst. (WHIT MONDAY).

JARDINE, MATHESON & CO.,

General Agents.

CANTON INSURANCE OFFICE, LIMITED.

General Manager.

HONGKONG FIRE INSURANCE CO. LTD.

For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.

W. J. SAUNDEES,

Secretary.

For the NORTH CHINA INSURANCE CO., LIMITED.

W. H. PERCIVAL,

Agent.

For the CHINA TRADERS' INSURANCE COMPANY, LIMITED.

H. F. WADMAN,

Acting Secretary.

For the YANZUO INSURANCE ASSOCIATION, LIMITED.

SHEWAN, TOMES & CO.,

Agents.

For the CHINA FIRE INSURANCE CO. LTD.

GEO. L. TOMLIN,

Secretary.

Hongkong, 31st May, 1900. [1631]

WINES AND SPIRITS.

WE beg to inform our numerous Customers and the Public in general, that having commenced this line of business, nothing but the BEST BEARDS will be kept in Stock.

Prices very reasonable.

Orders solicited.

Hongkong, 29th May, 1900. [1605]

THE MUTUAL STORES,

8 & 10, D'AGUILAR STREET.

WINES AND SPIRITS.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

ALL NEW.

NAVY AND ARMY, Illustrated, Vol. 9, \$10.50

Butterick's Positions, Illustrated Summer Number

Number

Beeton's Household Management

4.90

History of Great Britain, 2 Vols.

13.00

Russian-English Dictionary

2.50

Spanish Dialogues

1.00

Joey of the Sword

1.50

Ross's Two Stars and their Use at Sea

4.50

Lord Roberts—India

7.00

Red Pottage

1.50

Trull on Boilers

7.50

Elementary Seamanship

3.00

Know your own Ship

4.50

Burke's Navigation

2.25

Janssen's Magnetism

2.25

Steam Engine

2.25

Threshold of Science

3.50

Rankin's Engineering

9.50

New Stock Birthday Cards! New Patent Picture Wire, T and Set Squares. Indian Cigars.

23 & 25, Queen's Road, Hongkong. [31]

THE B. REWE & CO.

ALL NEW.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length 523 feet.

Length on Blocks 513

Width of Entrance or Top 80

Width of Entrance or Bottom 77

Water on Blocks at Spring Tide 25

DOCK No. 2 (at MUKAIJIMA)

Extreme Length 371 feet.

Length on Blocks 356

Width of Entrance on Top 88

Width of Entrance on Bottom 53

Water on Blocks at Spring

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.HUGHES & HOUGH,
Auctioneers to the Government and Share
and General Brokers, corner Ice House
Street and Praya Central.GEO. P. LAMMERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road, Central,
Comfortable and Cheap.THE WESTERN HOTEL,
Excellent Accommodation, \$2.00 per day.
99 and 92, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.Mechanics engaged. Estimates given.
CHEMISTS, DRUGGISTS, &c.THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.WATKINS, LD., APOTHECARIES' HALL, 66,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

FUJIYAMA & CO.,
Importers, Exporters and Dealers in Japanese
Curios, 9, D'Aguilar St., and at Kobo.KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Tiffins, Dinners, Wines, etc.,
with Meals; 34, Queen's Road.

DRAPEES

EBRAHIM ELIAS & CO.,
Milliners, Silk Makers, Haberdashers,
Low Prices; 37, 39, Wellington Street.WING HOP,
Ladies' Tailor, Dressmaker, Draper, 62,
Wellington Street.SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Pedder Street,
WILLIAM WHILEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite, Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art Da-
corator and Dealer, 17, Queen's Road.

GEOCERS

THE MUTUAL STORES,
SUB-AGENTS LIPSON, LD.,
8 and 10 D'Aguilar Street,
Provisions and General Merchants.H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream; 16, D'Aguilar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Jewels, Curios and Blackwood
Furniture, Opposite Post Office, 36,
Queen's Road Central.MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Wilson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and London.SUN SHING, Established 1840.
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Hongkong, 16th September, 1899.

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THE NAVY AND THE EMPIRE,

BY

W. LAIRD CLOWES.

(Author of "The Royal Navy," &c.)

V.

THE OFFICERS OF THE NAVY.

The officers of the Navy may be classified in three categories. First, there are the keen and capable officers who are wrapped up in their profession, and who study it incessantly. These are the men who are not content to know merely what they are required to know; who bring independent reading and thought to bear upon naval problems; and who may be ranked as the equals of the best naval officers in the world. I am sorry to say that they are, for reasons which will presently examine, only a small body. The corresponding body in each of the other leading navies is, I do not hesitate to say, relatively much larger. During many years I have associated very intimately, both ashore and afloat, with naval officers of the United States, Germany, Austria, France, Russia, Italy, and I can say with absolute conviction that among each of these groups, keenness and eagerness on professional subjects are conspicuously more prevalent than among British officers. It is folly to attempt to Burke at that point. I do not now insist upon it for the first time. Years ago, over the signature "Nauticus" in the "New Review," the "Fortnightly Review," the "Independence Belgo," and elsewhere, I did so to the best of my ability. So long as the articles were supposed to be the production of a foreign naval officer they were read and criticised with the greatest respect; but as soon as it leaked out that an English civilian was the writer, the author was only abused and traduced. I had remembered that the prophet is not without honour save in his own country; but that the secret could have been permanently kept, I verily believe that a vast amount of good might have been effected. When, however, I was identified as the author, my chance of benefiting my country disappeared for the time. Naval friends, in the Mediterranean and elsewhere, wrote to me, not to deny the truth of my assertions, but to reproach me for having publicly called attention to certain weaknesses and deficiencies. "For heaven's sake," they said, "don't depreciate the service, and induce foreigners to suspect that we are in any degree worse than they." I was regarded as a kind of petty traitor. At the present day, when questions connected with the defence of the Empire have forced themselves into very serious prominence, I venture to hope that I may be listened to with more toleration than in 1893 and 1894.

WHERE THE FAULT LIES.

The reason why so few British naval officers are really keen and absolutely efficient is not far to seek. Excellence, except in certain branches of purely technical and entirely practical knowledge, is not encouraged under the system which prevails. The all-round able officer is hardly more likely to get on in the service than the shirk or the incompetent, who has influence behind him. Promotion in the lower ranks is by selection; and, in the Navy, selection too often means favouritism. If it were possible for a young and keen officer to push his advancement; if promotion were by merit and not by mere selection; if no step, either in the higher or in the lower ranks, could be won without the passing of an examination not only in purely technical subjects but also in general knowledge, such as should be the property of every gentleman, and in physical and intellectual efficiency, the standard would be immensely raised, the keen and capable would be rewarded, the useless and indifferent would be weeded out; promotion would be accelerated, and the service would be bettered in every way. The existing system of nomination for cadetships ought, moreover, to be abolished, and the navy ought to cease to be, in any sense of the word, a close borough. The army is open to all, and I have yet to learn that it is any worse for being so. Why a boy, who can go up for the army without saying "by your leave" to my patron, should be required, even he may go up for the navy, to obtain the favour of some highly-placed personage is more than I can understand. But the navy is the most conservative organisation in this very conservative land; and most naval men are willing to tolerate any absurdity or any abuse if only it can be proved that it is of ancient standing. This is why, for example, boarding pikes still form part of the armament of Her Majesty's ships. It is always a subject of wonder to me that the navy was ever able to make up its mind to dispense with bows and arrows. The same reason explains why the ratings of the men remain as they are, regardless of the fact that for years it has been found possible for every mail steamer in the world to give its passengers fresh meat and new bread daily.

WE ARE A PRACTICAL PEOPLE; AND MOST ENGLISH

WRITERS SEEM TO CONSIDER THAT OUR INFERNAL

POWER IS THE SOURCE OF OUR SUPREME MERIT.

That is, I can see, a wrong conclusion. Our practical nature is, in reality, a dangerous snare for us; since it teaches us to underrate the importance and value of theory. Ask a German naval officer what he would like to do in action, if certain circumstances should arise. He will show you in reply that he has deeply studied the matter; and, whether his tactical plan be right or wrong, he will give good reasons for the faith that is in him. Ask a British naval officer a question of the same sort; and you will often, very generally, perceive that he has no well-based theories whatsoever to make up for his lack of practical experience of modern warfare. Once after a lecture at the United Service Institution I asked a very well-known flag officer what, if he were captain of a certain ship in action, he should do in a given case against a specified opponent. "Oh!" he said slyly, "I should go for him straight, and run him down." The excellent officer disdained theory. He shot his eyes to the fact that, in the given conditions, running would be impossible. The episode induced me to prepare a lecture delivered at the R.U.S.I. on January 10th, 1894, in which, after analysing many cases as I could by hands upon the effects of the man in action and in accident, I tried to show what are the limitations of that weapon, and what its danger to its user as well as to the enemy. Said the flag of March 27th following, by the pen of its naval correspondent, then a retired fleet engineer, who was full of service prejudices:—"Mr. Laird Clowes' paper . . . was evident not much to the taste of the naval officers present who, indeed, can hardly be expected to value instruction on such purely technical matters, from the mouth of a civilian, however skilled he may happen to be in naval history." On the whole, the verdict of the meeting was against the conclusions of the lecturer.

OF COURSE, I WAS PROPERLY IMPOSED FOR THE

MOMENT; BUT A LITTLE LATER I WAS COMPLETELY

CONVINCED BY A CONVERSATION WHICH I HAD WITH COMMANDER F. C. D. Sturdee, one of the keenest and best young officers in the service, who had just gained the Gold Medal of the Institution, and, incidentally, the applause of the very audience which was said to have condemned me. Said

Captain Sturdee, whose paper was not published until after mine had been read: "It is very curious that you should have treated the question of the ram as you did. Knowing nothing of what you were doing, I pursued almost exactly the same line of research, and had, in consequence, to come to almost the same conclusions."

You will find them in my prize essay."

The conclusions then expressed are now, I believe, accepted by all thoughtful naval officers in the world; although their acceptance in our navy is, of course, due to the fact of their having been reached by Captain Sturdee. The naval service is still above taking lessons in any technical matters from a civilian. But the Admiralty, I am happy to say, has listened often, and will listen again, to the voice of any intelligent outside critic; and fortunately, naval reforms come as often from without as from within.

LINES OF REFORM.

Let it not, however, be imagined that, taking into consideration the disadvantages under which he labours, and the small inducements that are held out to excel, the average British naval officer falls far short of what one has a right to expect. The system

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & Bdg	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, VIA PORTS OF CALL	BALAIARAT	Brit str.	—	C. L. W. Field	P. & O. S. N. Co.	On 9th inst. at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit str.	—	M. H. F. Jackson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit str.	—	Krohle	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	BONALBEG	Brit str.	—	Gosch	GIBB, LIVINGSTON & CO.	On 9th inst.
LIVERPOOL DIRECT	SACHSEN	Ger str.	—	Dunemann	BUTTERFIELD & SWIRE	13th inst.
BREMEN VIA PORTS OF CALL	SALAZIE	Fren str.	—	Negro	MESSENGERS MARITIMES	On 14th inst. at Noon.
MARSEILLES, &c, VIA PORTS OF CALL	MALAYA	Dan str.	—	Prahl	MESCHERS & CO.	On 4th inst. at 1 P.M.
MARSEILLES, LONDON &c, COPENHAGEN, VIA BESO	AWA MARU	Jap str.	—	T. H. Hide, R.N.D.	YOKOHAMA KAISHA	On 15th inst. at Daylight.
MARSEILLES & LONDON	SOCOTRA	Brit str.	—	Fuchs	CARLOWITZ & CO.	On about 16th inst.
HAVRE & HAMBURG	SARNIA	Ger str.	—	G. Schmidt	CARLOWITZ & CO.	On 6th inst.
HAVRE & HAMBURG	SAMBIA	Ger str.	—	Pronsch	CARLOWITZ & CO.	On or about 23rd inst.
HAVRE & HAMBURG	FREEBURG	Ger str.	—	Hempel	CARLOWITZ & CO.	On or about 6th July.
HAVRE & HAMBURG	WITTENBERG	Ger str.	—	F. Moes	CARLOWITZ & CO.	On or about 17th July.
HAVRE & HAMBURG	GISELLA	Amer str.	—	Ostermann	CARLOWITZ & CO.	On or about 20th inst.
HAVRE & HAMBURG	ARMENIA	Ger str.	—	Petersen	SHIWA TONES & CO.	On or about 24th July.
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HAVRE & HAMBURG	ACAEA	Brit str.	—	DODWELL & CO. LIMITED	YOKOHAMA KAISHA	On or about 16th July.
HAVRE & HAMBURG	SIKH	Brit str.	—	A. Jackson	YOKOHAMA KAISHA	On 15th inst.
HAVRE & HAMBURG	GOODWIN	Brit str.	—	J. W. Blane	CANADIAN PACIFIC R. CO.	Today, at 4 P.M.
HAVRE & HAMBURG	ROJUN MARU	Jap str.	—	D. Archibald, R.N.D.	DODWELL & CO. LIMITED	On 6th inst.
HAVRE & HAMBURG	EMPEROR OF CHINA	Brit str.	—	W. Watt	PAINTING S. S. CO.	On 12th inst.
HAVRE & HAMBURG	BRAEMAR	Brit str.	—	O. & O. S. S. CO.	TOYO KIRIN KAISHA	On 12th inst.
HAVRE & HAMBURG	CITY OF RIO DE JANEIRO	Amer str.	—	—	BUTTERFIELD & SWIRE	On 1st inst. at Noon.
HAVRE & HAMBURG	COPTIC	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 9th inst.
HAVRE & HAMBURG	AMERICA MARU	Jap str.	—	—	BUTTERFIELD & SWIRE	On or about 10th inst.
HAVRE & HAMBURG	BELGIAN KING	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 11th inst.
HAVRE & HAMBURG	TAIWAN	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 12th inst.
HAVRE & HAMBURG	ROHILLA	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 13th inst.
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HAVRE & HAMBURG	LAOS	Fren str.	—	—	BUTTERFIELD & SWIRE	On or about 17th inst.
HAVRE & HAMBURG	CANTON	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 18th inst.
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HAVRE & HAMBURG	HAITAN	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 20th inst.
HAVRE & HAMBURG	APING MARU	Jap str.	—	—	BUTTERFIELD & SWIRE	On or about 21st inst.
HAVRE & HAMBURG	MADZUZY MARU	Jap str.	—	—	BUTTERFIELD & SWIRE	On or about 22nd inst.
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HAVRE & HAMBURG	TAIWAN	Brit str.	—	—	BUTTERFIELD & SWIRE	On or about 24th inst.
HAVRE & HAMBURG	DIAMANTE	Ital str.	—	—	BUTTERFIELD & SWIRE	On or about 25th inst.
HAVRE & HAMBURG	BORMIDA	Ital str.	—	—	BUTTERFIELD & SWIRE	On or about 26th inst.
HAVRE & HAMBURG	INDIA	Aus str.	—	—	BUTTERFIELD & SWIRE	On or about 27th inst.
HAVRE & HAMBURG	SHANTUNG	Aus str.	—	—	BUTTERFIELD & SWIRE	On or about 28th inst.

SHIPPING.

ARRIVALS.
June 1. TAICHOON, German str. 862. II. Braeder, Bangkok 26th May. Fine & Cloudy.
June 1. KUTSARI, British str. 1,435. Bradley, Hull 29th May. Sugar.—JARDINE, MATHERSON & CO.
June 2. INDIA, Austrian str. 1,811. A. Martini, Trieste 29th May. General.—SANDER, WIELER & CO.
June 2. CANTON, British str. 2,164. C. F. Lockstone, London 21st April. General.—P. & O. S. N. CO.
June 2. SABINE BRUNNEN, British str. 1,690. J. R. Nasby, E.N.R. Nuchwang 26th May. General.—AHNOLD, KARCHER & CO.
June 2. PARKHILL, British str. 2,105. J. W. Wallace, Yokohama 7th May. Ballast.—STEINZIG & CO.
June 2. HOLLAND, French str. 500. Godman, Pakhoi 20th May. and Holloway 1st June. General.—A. R. MARTY.
June 2. KWANGLI, Chinese str. 1,505. Lincoln Shanghai 30th May. General.—CHINESE.
June 2. PARKHILL, British str. 1,243. C. C. Williams, Canton 1st June. General.—BUTTERFIELD & SWIRE.
June 2. ELSE, German str. 802. T. Pearson, Canton 1st June. General.—JARDINE & CO.
June 2. NANCHANG, British str. 1,689. Finlayson, Tientsin 27th May. General.—BUTTERFIELD & SWIRE.
June 2. APENRAGE, German str. 611. A. Benedict, Hainhong 31st May. General.—JENSEN & CO.
June 2. CITY OF RIO DE JANEIRO, Amer str. 2,275. Wm Ward San Francisco 3rd May and Shanghai 30th. Mail and General.—P. M. S. CO.
June 2. HAINAN, German str. 618. F. Clausen, Tientsin 27th May. Grandtun and Giong-ral.—STEINZIG & CO.
June 2. PAKHAN, British str. 1,235. J. Jenkins, Saigon 29th May. Rice and Meal.—BRADLEY & CO.
June 2. SALAZIE, French steamer, 2,670. Negro, Shanghai 31st May. Mail and General.—MESSAGERIES MARITIMES.
June 2. HAITAN, British steamer, 1,133. Reach, Foochow, Amoy and Swatow 2nd June. General.—DOUGLAS LAIDLAW & CO.
June 3. LYONHEM, German str. 1,238. Honer-land, Shanghai 31st May. General.—SIENSS & CO.
June 3. KASHING, British str. 1,150. Sales, Tientsin 23rd May. Founds.—BUTTERFIELD & SWIRE.
June 3. TAISANG, British str. 1,544. T. Wilde, Shanghai 31st May. General.—JARDINE, MATHERSON & CO.
June 3. TELEGRAPH, British str. 1,273. Saw-yers, Singapore 25th May. General.—BUTTERFIELD & SWIRE.
June 3. TRICORN, American str. 674. Branch, Manila 30th May. Hemp.—BUTTERFIELD & SWIRE.
June 3. LACS, French steamer 2,331. Flaudin, Marceille 6th May and Saigon 1st June. Mail and General.—MESSAGERIES MARITIMES.
CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
2ND JUNE.
Pelayo, British str. for Shanghai.
Else, German str. for Chefoo.
Chong, British str. for Swatow.
Tawau Maru, Japanese str. for Swatow.
Aidio, British str. for Sydney.
Saidi, Rickmers, British str. for Canton.
Nanyang, German str. for Saigon.
Sungkian, British str. for Manila.
Hikou Maru, Japanese str. for Kuching.
Holloway, British str. for Swatow.
India, Austrian str. for Amoy.
Ang, Austrian str. for Singapore.

DEPARTURES.

June 2. NIPPON MARU, Japanese str. for San Francisco.
June 2. AFGHANISTAN, Brit str. for Shanghai.
June 2. KACHIDATI MARU, Japanese str. for Nagasaki.
June 2. KAIPONG, British str. for Manila.
June 2. FUNAN, British str. for Shanghai.
June 2. HONGKONG, French str. for Haiphong.
June 2. SHANTUNG, German str. for Hongkong.
June 2. KUHSIANG, British str. for Calcutta.
June 2. FOMOYA, British str. for Swatow.
June 2. KALGAN, British str. for Sourabaya.
June 2. PAKHOL, British str. for Foochow.
June 3. PELAYO, British str. for Shanghai.
June 3. TAMSUI MARU, Jap. str. for Swatow.
VESSELS IN DOCK.
ABERDEEN DOCKS.—KOWLOON DOCKS.—U.S.S. Monterey, W. H. Smith, H.M.S. Tamar, U.S.S. Oregon, Australian, Changsha, and Deva-wongse, Haengsham.

SHIPPING REPORTS.

The British steamer *Pakhoi*, from Saigon 29th May, had gentle S.W. winds and smooth sea. The British steamer *Taisang*, from Shanghai 31st May, had moderate to light variable winds and fine weather. The British steamer *Haitan*, from Foochow, Amoy and Swatow 2nd June, had moderate S.E. breeze, dull and overcast weather to Amoy. From Amoy to Swatow moderate E.S.E. to light variable winds, fine and clear weather. From Swatow to port light S.W. breeze, smooth sea and overcast, occasional drizzling rain. Vessels in Foochow—*Haitan* and *Ziel*. In Amoy—*Ichang*, *Product*, *Honda* and *Yoritomo Maru*. In Swatow—*Pacing and Prosper*.

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Captain Moore, will be despatched as above TO-DAY, the 4th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

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Captain Prahl, will be despatched as above about MONDAY, the 4th June, a.c.

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Hongkong, 2nd June, 1900. [1593]

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Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 Knots.

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(SUBJECT TO ALTERATION)

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.D.

EMPEROR OF INDIA. Comdr. O.P. Marshall, R.N.

EMPEROR OF JAPAN. Comdr. G. Lee, R.N.

Hongkong, 2nd June, 1900. [1593]

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VESSELS ON THE BEETH

COMPAGNIE DES MESSAGERIES MARITIMES.

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NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES, MEDITERRANEAN
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PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th June, 1900, at
1 p.m., the Company's Steamship
"SALAZIE," Captain Negre, with Mail,
Passengers, Specie and Cargo, will leave
this port for MARSEILLES via ports of call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accounted for in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 3rd June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contests and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 24th May, 1900.

[1]

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FOR MANILA.

The Company's New Steamship
"DIAMANTE" will be despatched for
the above port on THURSDAY, the 7th inst.,
at 5 p.m.

The attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage apply to
SHEENAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1900.

[1542]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTZIN.

The Company's Steamship
"NANCHANG" will be despatched from
on THURSDAY, the 7th June.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th May, 1900.

[1606]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship
"TAIYUAN" will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engine-room. Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th May, 1900.

[1603]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

The Company's Steamship
"TAIYUAN" will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine-room. Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamer of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th May, 1900.

[1604]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTOR WITH THE

ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "BELGIAN KING" On 15th

3379 Tons June.

S.S. "TIPY" About 20th

July.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJ, KOBE, YOKOHAMA and HONOLULU on 15th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 29th May, 1900.

[1550]

FOR CALIFORNIA AND OREGON.

Agents.

Hongkong, China and Japan.

Hongkong, 29th May, 1900.

[14]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

THALA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"BALLARAT."

Captain C. L. W. Field carrying Her Majesty's

Mails, will be despatched from this for Bombay

on SATURDAY, the 9th June, 1900, at NOON,

taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and

Tin for London (under arrangement) will be

transhipped at Colombo into a steamer proceeding

direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Colombia with transhipment.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents and

value of all packages are required.

Shipper are particularly requested to note

the terms and conditions of the Company's Bills of

Lading.

For further particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 23rd May, 1900.

[1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO

(via Shanghai, Nagasaki, Kyoto, Kobe, Inland Sea, Honolulu)

SATURDAY, June 9,

at NOON.

CITY OF PEKING (via

Shantung, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu)

THURSDAY, July 5,

at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu)

TUESDAY, July 31,

at NOON.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO

(via Shanghai, Nagasaki, Kyoto, Kobe, Inland Sea, Honolulu)

SATURDAY, June 9,

at NOON.

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Shantung, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu)

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TUESDAY, July 31,

at NOON.

PROPOSED SAILINGS FROM HONGKONG.

POST OFFICE NOTICES.

The Post Office will be closed at 12.30 p.m. on Whit Monday, the 4th instant. The Night Box will be left open. The Money Order Office will be entirely closed.

The *Coptia*, with the American Mail, left Yokohama on Thursday, the 31st ultimo, at daylight, and may be expected here on or about Thursday, the 7th instant.

MAILS WILL CLOSE.

FOE.

PER DAY AND HOUR.

Europe, &c., India via Tuticorin	(Late Letters 12.10 to 12.30 p.m.) Extra Postage 10 cents)
Swatow and Shanghai	
Shanghai Moli, Kobe, Yokohama, Victoria, B.C. & Seattle, U.S.A.	
Kobe	
Samshui and Wuchow	
Wuchow	
Sungkang	
Nanyang	
Salon	
Shanghai, Nagasaki and Keita	
Swatow, Amoy, and Foochow	
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA, VICTORIA and VANCOUVER, B.C.	(Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)
Manila, Thursday Island, Cooktown, Brisbane, Sydney and Melbourne	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)
Singapore, Penang and Bombay	
Samshui and Wuchow	
Kojo, Kobe, Yokohama, San Diego and San Francisco	
Kojo, Kobe, Yokohama Portland, Oregon	
Kojo, Kobe, Yokohama, Victoria and Tacoma	
Europe, &c., India via Tuticorin	(Late Letters 12.10 to 11.40 p.m.)

TO-MORROW.
Sale of Crown Land, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.	
SATURDAY, 2nd June.	
ON LONDON.—	Telegraphic Transfer 1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Credits, at 4 months' sight	1/11½
Documentary Bills, 4 months' sight 2/0	
ON PARIS.—	Bank Bills, on demand 2.46½
Credits, at 4 months' sight 2.50½	
ON GERMANY.—	On demand 2.00½
ON NEW YORK.—	Bank Bills, on demand 47½
Credits, 60 days' sight 48½	
ON BOMBAY.—	Telegraphic Transfer 146½
Bank Bills, on demand	146½
ON CALCUTTA.—	Telegraphic Transfer 146½
Bank, on demand	146½
ON MANILA.—	On demand 24½ p.c.p.m.
On demand	24½ p.c.p.m.
ON SINGAPORE.—	On demand 14 p.c.p.m.
ON BATAVIA.—	On demand 117½
ON HAIPHONG.—	On demand 3 p.c.p.m.
ON SAIGON.—	On demand 24½ p.c.p.m.
ON BANGKOK.—	On demand 60
SOVEREIGN, Bank's Buying Rate 10.13	
GOLD LEAF, 100 fine per tael	52.85
BAB SILVER, per oz.	27½

PASSENGERS.

Arrived.	
Per Kwangtung, from Shanghai, Mr. Hung-Phrys and 110 Chinese.	
Per Sabine Rickmers, from Newchwang, Mr. Swart.	
Per Canton, for Hongkong, from London, Liverpool, Augus and Lieut. Matthews; from Singapore, Messrs. Gordon Smith, and Barries; for Japan, from Ponson, Mr. and Mrs. Mrs. Mossey Leech and amach.	
Per Aparade, from Haiphong, Mr. Nicolson.	
Per Lyneham, from Shanghai, Messrs. Brand, Bayneham, v. Sydow and Guggez.	
Per City of Rio de Janeiro, from San Francisco, &c., Mr. G. S. Mackinnon, Mr. Harry A. Burke, Dr. A. S. Lee, Miss Florence Woodall, Messrs. W. C. Dart, J. Wilson and A. W. Newson.	
Per Tsinling, from Shanghai, Mrs. Anderson and two daughters, Misses Hoggs (2) and Mr. Tibbie.	
Per Hasting, from Coast Ports, The Right Rev. Bishop of Victoria, Mr. D. H. Bell and Father Tomas Matting.	
Per Salente, for Hongkong, from Yokohama, Miss Daly, Mrs. Smith and Mr. Hirayama; from Shanghai, Mr. P. Percival, for Saigon on the 30th ult., and is expected to arrive here on the 5th instant.	
The China Mutual steamer <i>Pakting</i> , from Glasgow and Birkenhead, left Singapore for this port on Friday, the 1st instant, and may be expected here on or about the 6th instant.	
The N. P. steamer <i>Brenner</i> left Yokohama for Hongkong on the 26th ultimo.	
The N. P. steamer <i>Argyll</i> sailed from Portland for Japan and Hongkong on the 27th ult.	
The Austrian Lloyd's steamer <i>India</i> left Shanghai for this port on the 29th ultimo.	
The N. P. steamer <i>Goodwin</i> arrived at Nagasaki on the 27th ultimo, and sailed for Hongkong on the 30th instant.	
The N. G. I. steamer <i>Bernard</i> left Singapore for this port on the 30th ultimo, and is due here on or about the 5th instant.	
The O. O. steamer <i>Jardans</i> left Singapore on the 30th ult., and is due in Hongkong about 4th instant.	
The N. P. steamer <i>Genoëse</i> sailed from Tocoma on the 30th ultimo for Japan and Hongkong.	
The O. S. S. steamer <i>Meredus</i> left Singapore on the 1st instant, and is due in Hongkong on 6th inst.	
The N. P. steamer <i>Dalby</i> left Yokohama for Hongkong on the 3rd instant.	

Jeanne Eymard, Messrs. C. Eymard, J. Eymard, Ch. Eymard, Okasaki Sassei and Floravanti; from Kobe, Mr. R. Schwob; from Nagasaki, Messrs. La Floch Paul, Le Gougnec Jean, Cleek, Mrs. Gallist and Mr. Glock; from Shanghai, Mrs. J. Suborg, Messrs. G. B. McGa, W. S. Campbell, D. E. McIntyre, Viale and daughter and Mr. Dewart.

Per Laos, for Hongkong, from Marseilles, Dr. G. de Silva and daughter, Mr. W. E. Reay, R. P. Etienne and C. Dalle; from Saigon, Messrs. W. Robertson, C. Robertson, Pateroff and J. Smith; for Shanghai, from Nagasaki, Messrs.

JOINT STOCK SHARES.

HONGKONG, 2nd June.

STOCKS.	NO. OF SHARES.	ISSUE VALUE.	Paid Up.	Last Dividend.	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. & 10/- bonus at 1/11 d. = \$2,653 for 2nd half year '99	\$17 p. et. pr. = \$62.23
Bank of China & Japan, Ltd.	109,875	25	25	None	21
Do. Deferred	1,250	21	21	None	45.50
National Bank of China, Ltd.	10,070,000	25	25	25/- for 1890	325, sales and buyers
Do. Founders' Shares	2,055,550	25	25	25/- at 1/11 d. = \$1.30 for '99	325, sales and buyers
MARINE INSURANCES.					
Am. Ins. Society, Ltd.	10,000	\$250	\$50	35 p. et. = \$18 for 1898	\$260, buyers
China Traders Ins. Co., Ltd.	24,000	\$83.33	\$25	15 p. ct. for yr. end 30/4/99	\$54, sales and buyers
North China Ins. Co., Ltd.	5,000	\$100	\$25	1 in all for 1898	Tba. 165
Canton Insurance Co., Ltd.	10,000	\$250	\$50	30/- for 1898	\$180, sellers
Straita Insurance Co., Ltd.	30,000	\$100	\$25	5 per cent. for 1895	\$1
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	\$5 for 1898	\$70, sales
SHIPPING.					
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$15	\$120 for half year ended 31/12/99	\$301, buyers
Indo-China S. N. Co., Ltd.	60,000	\$20	\$10	Sp. ct. \$2 per bonus for '99	\$88, sellers
China & Manha S. S. Co., Ltd.	6,000	\$50	\$20	20 per cent. for 1890	\$100 old c. new issue
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/98	\$48, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$20	\$10	Final of 3 p. ct. = \$0.05 per cent. for 1898	210 lbs.
Do. Ordinary	20,000	\$20	\$10	10 p. ct. & bonus of 2s. per cent. for 1898	210 lbs. sellers
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. ct. for year ended 30/6/99	\$18, sales and buyers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Final of 5 p. ct. = \$8	\$300, buyers
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Final of \$6 = \$7 for '99 taken out of Equatin	\$125, sellers
Luzon Sugar Refng. Co., Id.	7,000	\$100	\$100	\$3 for 1897	\$36, sales
MINING.					
Punjab Mining Co., Ed.	60,000	\$8	\$7	None	\$1.15, sellers
Do. Preference	30,000	\$1	\$1	None	\$1.30
Sociedad Minera del Char	16,000	Fr.250	Fr.250	None	\$300, sellers
Queens Mine, Limited	400,000	25cts.	25cts.	20 cts. sellers	\$12.50, sal. and sellers
Jeletbu Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end 31/7/98 (coupon 9)	\$12.50, sal. and sellers
Raub Australian Gold Mining Co., Limited	200,000	\$1	\$1	1st sing. div. 10th div. on 15/1/99	\$38
Oliver's Freehold Mines, Limited	A 15,000	\$5	\$5	None	\$3
Great Eastern and Gold Mining Co., Id.	A 45,000	\$5	\$4	First year	50 cts. sales
Do. Preference	70,000	\$1	\$1	40 cents	
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	Sp. ct. & 12p. ct. bonus for year ended 31/12/99	485 p. et. pr. = \$737.25
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	\$50	Final of 5 p. ct. = \$0.05 per cent. for 1899	\$861
Wanchai Warehouse and Storage Co., Ltd.	2,600	\$100	\$71	Final of \$1 = \$5	\$54, buyers
New Amyo Dock Co., Id.	0,000	\$51	\$61	22 per cent. for 1899	\$21, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$50	Final of \$1 = \$6	\$134, buyers
Kowloon Land & B. Co., Ltd.	0,000	\$50	\$50	Final of 5 p. ct. = \$1.00 for 1899	\$253, sellers
West Point Building Company, Limited	12,500	\$50	\$50	Final of \$1.50 = \$1.90 for 1899	\$48, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	15 p. ct. for half year ended 31/12/99	\$120, buyers
Humphreys Eat. & Fin. Co.	65,000	\$10	\$10	5 per cent. for 1899	\$103, sellers
COTTON MILLS.					
Ewe Cotton, Spinning & Weaving Co., Ltd.	17,500	Fr.100	Fr.100	24 p. ct. for period ending 31/10/97	Tba. 65
International Cotton Mfg. Co., Ltd.	10,000	Fr.100	Fr.100	3 p. ct. on account of 30 p. ct. on account of 18 ctns 6,000 shawls	Tba. 62
Singapore Cotton Spinning Co., Ltd.	2,000	Fr.100	Fr.100	4 p. ct. for period ending 31/12/97	Tba. 70
Yuhlong Cotton Spin. Co., Ltd.	7,500	Fr.100	Fr.100	None	Tba. 375
Hongkong Cotton Spin. Co., Ltd.	12,000	\$100	\$100	None	Tba. 57
Dairy Farm Co., Ltd.	10,000	\$71	\$60	6 p. ct. for 1898	\$30
H. & C. China Co., Ltd.	2,000	\$25	\$20	15 per cent. for 1898	\$16, buyers
Campbell Morris & Co., Ltd.	1,400	\$10	\$10		